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eastern side of the sound. Seward, the terminus of the Susitna-Nenana route to the west, had a population of over 500 in 1910.

Its importance as the gateway to the interior has given Prince William Sound excellent connections with the outside world. Most of its commerce is with Puget Sound, although there is some traffic with San Francisco. The cable as well as the regular steamship lines connect with Seattle. Of the two companies operating steamship service, one despatches a steamer every six days from Seattle, the other about three times a month. The steamers in the service average 300 feet in length and 3,000 tons gross tonnage. The distance from Cordova to Seattle is 1,400 statute miles and is covered in five days. The natural configuration of the sound (map, Fig. 6) makes it an ideal haven for shipping. Representing, as it does, the southern slope of the Chugach Mountains into which the sea has penetrated, its shore line is made up of a great number of fiords and inlets whose deep water and sheltered position afford excellent harbor sites. Both Valdez and Cordova are thus situated: Valdez at the head of a fiord, Cordova on the shore of an inlet protected by an island lying in front of it (Figs. 2 and 3).

Such, in brief, is the present geographical condition of the Prince William Sound region. Its future possibilities are apparent, and there is no doubt that the new era of railroad construction will contribute materially to the realization of their full development.

SEWARD, THE TERMINUS OF ALASKA'S NEW RAILROAD*

The selection of the Susitna-Nenana route for the railroad to be constructed by the government opens a new era in the development of Seward. The economic significance of this route, of which Seward is the outlet, has been dwelt upon in the preceding article. A few words with regard to the town itself and the resources of its immediate surroundings may therefore not be out of place.

Seward lies at the head of Resurrection Bay, one of the deep bays characteristic of the southeastern coast of Kenai Peninsula. The town occupies a bench on the western side of the bay at the foot of steep hills. It is provided with all necessary conveniences, having a good water supply from a small stream in the hills and an electric plant whose hydraulic power is similarly derived. There is ample room for expansion to the north along the timbered plain which forms the upper continuation of the bay, and the mud flats at its head offer opportunity for easy reclamation for commercial purposes. Depths throughout the bay are great (100 to 200 fathoms); the lack of anchorage facilities which this involves, is, indeed, the only objectionable feature of the harbor. There is, however, a satisfactory anchorage area half a square mile in extent at Sunny Cove on the west side of Renard Island, just inside the entrance to Resurrection Bay. The bay is always free from ice—it is this, together with the existence of a natural depression leading to Cook Inlet, which has made it the logical outlet of the Susitna-Nenana route, as the natural outlet of this route, Cook Inlet, is closed in its upper part by ice during the winter. The railroad from Turnagain Arm runs through the town close to the shore of the bay and terminates in a dock which extends out to 25 feet of water at low tide.

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* Based on notes by E. Lester Jones, Superintendent of the U. S. Coast and Geodetic Survey, the Report of the Alaska Railroad Commission (*House Doc. No. 1346, 62nd Congr., 3d Session*, Washington, 1913), and "Geology and Mineral Resources of Kenai Peninsula" by G. C. Martin and others, *U. S. Geol. Surv. Bull. 587*, Washington, 1915.

Seward's connections with Puget Sound are at present maintained by two steamship lines, two steamers a week arriving during the summer of 1913. The distance from Seattle to Seward is 1,420 statute miles. The greater accessibility which the completion of the railroad will bring about for Fairbanks, and the interior of Alaska in general, is well illustrated by the following comparison with the new route of the time consumed on the three routes used at present.

Two weeks at least, and usually three, are required for the 2,670-mile trip via White Pass and the Upper Yukon. Twenty to twenty-four days are needed for the 3,800-mile all-water route via St. Michaels and up the lower Yukon. The 1,845-mile trip via Cordova (Cordova to Chitina, by railroad; Chitina to Fairbanks, by stage or sled) takes at least fifteen days. Via the Seward-Fairbanks railroad the 1,883-mile trip from Seattle will take only six days.

In its immediate surroundings Seward also possesses a valuable asset. It is the key to the Kenai Peninsula, an area of considerable natural resources. These are governed by the topography of the peninsula, which divide it into two distinct districts, a rugged mountainous area in the east and a gently sloping lowland in the west. The streams in the mountainous section, with their steep gradient and waterfalls, afford abundant water-power for local use. It is already utilized in gold mining, the most important industry of the peninsula, which is restricted to the mountain district. The

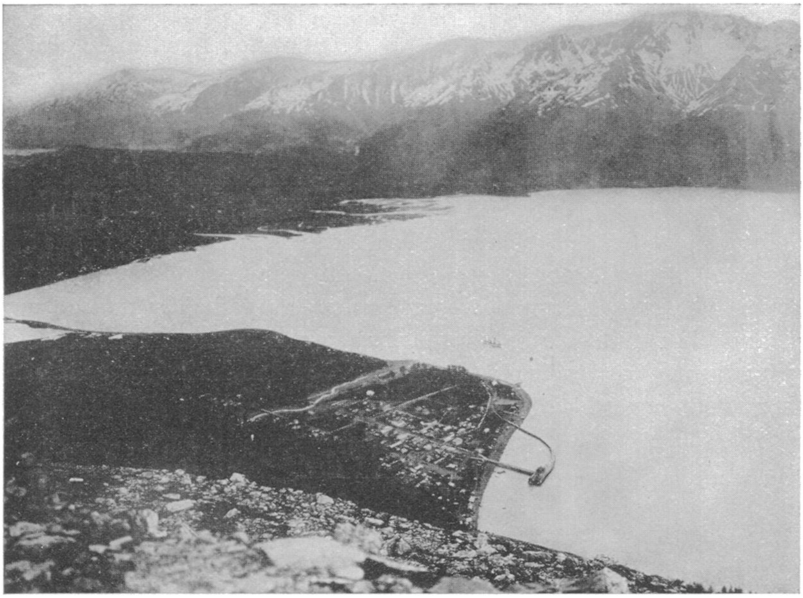

FIG. 1.

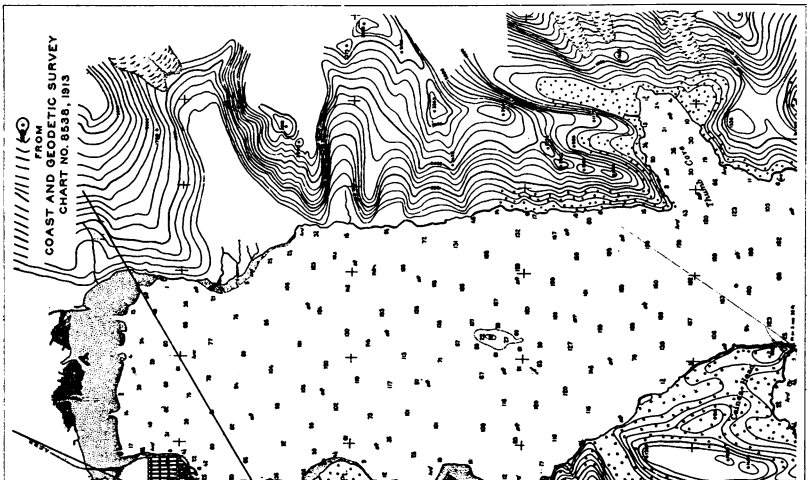

FIG. 2.

FIG. 1—View of Seward, Alaska.

FIG. 2—Map of the head of Resurrection Bay, showing the location of Seward (reproduced from U. S. Coast and Geodetic Survey Chart No. 8538). Scale, 1:160,000. The diverging lines include the area shown on Fig. 1, which was taken from the point approximately indicated by the small circle.

valleys are heavily timbered up to elevations of 1,200 to 1,500 feet above sea-level, spruce being the most plentiful variety and the most valuable for commercial uses. In the lowland the characteristic vegetation is light, scattered timber with open, grassy meadows. Native hay is available for forage. Vegetables are raised for local consumption at Seward and other favorable points. Game is abundant. Indeed, Kenai Peninsula has been described as one of the few big-game countries combining accessibility and abundance of forms. The chief examples are moose, mountain sheep and black and brown bears. The streams and lakes in the mountainous eastern half teem with trout. Salmon is caught on the Cook Inlet side, where a number of canneries have been established.

RAILROADS IN TURKEY

(With map facing p. 936.)

The broad Eurasian landmass contains three densely populated areas. Of these Central Europe is the westernmost. The Indian Peninsula follows, situated approximately midway between the European area and the coast-lands and islands of eastern Asia, which form the easternmost of the three. In these three regions only does the average density of population exceed 64 inhabitants to the square mile. The speediest and most convenient routes between the westernmost and the two Asiatic regions must inevitably cross Turkey. This feature, together with the fact that Asiatic Turkey is a land richly endowed with natural resources and that, although lying at Europe's very door, it is still undeveloped, confer upon Turkish railroads an importance which has always been keenly realized by enterprising business men the world over.

All travel between Europe and Asia is deflected into northern and southern channels by a central mass of mountains which separate a vast lowland of plains and steppes on the north from the table-lands of southern Asia. Age-old avenues of human migration and of trade in the northern area have the disadvantage of traversing sparsely inhabited regions. To build transcontinental railroads along this route implies scaling some of the highest mountain ranges in the world in order to tap the populous centers of India. Although the feat is not beyond the engineer's ability, it cannot be taken into consideration by the capitalists who supply construc-